Amendments to the Drawings:

The attached sheet of drawings includes changes to Fig. 1A. This sheet, which includes Fig. 1A, replaces the original sheet including Fig. 1A.

Attachment: Replacement Sheet

Remarks

This Amendment has revised the application which is now believed to be in allowable condition for reasons discussed below.

The present invention involves a traveller for a fall arrest system, and a fall arrest system including at least one support and a traveller that are used to attach to fall safety equipment in order to arrest a fall of the user. The traveller is identified by 1 in Figure 1A and the support of the fall arrest system is identified by 2. The traveller 1 has a body including a passage 10 for receiving a safety line 3 having a longitudinal central axis A. The traveller body includes an inner gate 11A that extends inwardly with respect to the passage 10 and an outer gate 11B that extends outwardly with respect to the passage 10. The inner gate 11A and the outer gate 11B have respective convex surfaces that oppose each other and define a slot 11 that is narrower than the passage and that links the passage to the exterior of the body. A straight section 13B of an arm of the support 2 mounts a locating or support section 12 through which the safety line 3 extends, and the arm straight section 13B is narrower than the slot 11 and extends tangentially with respect to a circle concentric with the safety line 3 and the locating or support section 12. Also, the inner and outer gates 11A and 11B when the traveller is mounted on the support lie on concentric circles that have different radii and that are centered around the central longitudinal axis of safety line when received within the passage.

The manner in which the inner and outer traveller gates 11A and 11B lie on the concentric circles of different radii centered on the longitudinal central axis of the safety line, respectively extend inwardly and outwardly with respect to the passage 10, and have opposed convex surfaces are structure that allows the traveller when its slot 11 receives the straight section 13B of the support arm to pivot to different angles as shown in Figures 1B and 1C in a way that has not previously been done.

It is respectfully submitted that all of the claims distinguish over the United States Patent 5,979,599 Noles. In the Noles patent, the component of the track-travelling element 40 extending downwardly and outwardly with respect to the track 31 in Figure 3b does not extend

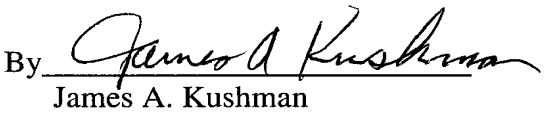
inwardly with respect to its passage in accordance with the recited inner gate of the traveller of the present application. Likewise, the element that extends upwardly and to the left from the load support 55 in Figure 3b extends inwardly with respect to the passage as opposed to outwardly in accordance with the recited outer gate of the traveller of the present invention. Thus, in Noles there is no inner gate extending inwardly with a convex surface nor is there an outer gate extending outwardly with a convex surface, and thus Noles lacks such inner and outer gates which lie on concentric circles of different radii and are centered on the longitudinal central axis of the safety line within the passage. Rather, in Noles the inner component extends only outwardly and the outer component extends only inwardly to define the slot 43. As such, the Noles curvilinear portion 23 that extends through his slot 43 must be curved and cannot be straight because the slot 43 will not accommodate pivoting of the track-travelling element 40 unless the arm portion is curved. Likewise in Figure 2, the arm portions 23 must be curved rather than straight because there are no inner and outer gates that respectively extend inwardly and outwardly and that have convex surfaces that lie on the concentric circles of different radii and are centered on the longitudinal central axis.

As discussed above, the construction of the present invention with the inwardly extending inner gate 11A and the outwardly extending outer gate 11B together with their opposed convex surfaces that lie on the concentric circles recited together with the straight tangential section 13B of the support arm permits a greater extent of pivoting of the traveller between the Figure 1B and Figure 1C positions. Noles does not teach or suggest such a construction.

For the reasons set forth above, it is respectfully submitted that all of the claims 1-3, 5-15, 19 and 20 of the application distinguish over the prior art and are allowable such that it is appropriate to hereby respectfully solicit allowance of the application.

Respectfully submitted,

KARL JONES ET AL.

By 

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